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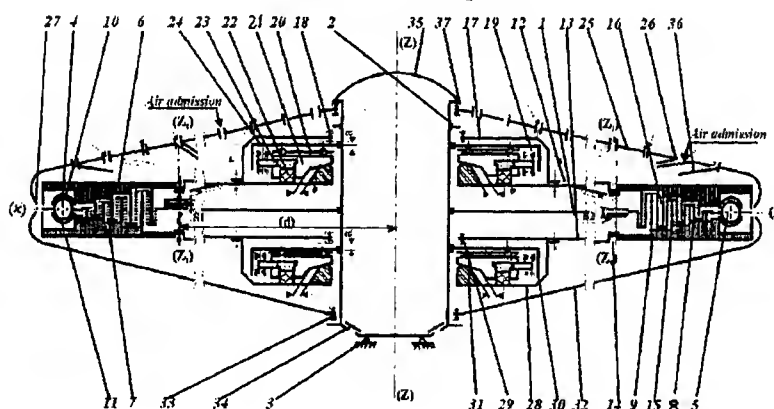
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SPACE OF THE FLYING SAUCERS

**CINEMATIC SCHEME**  
vertical section in plan



(57) Abstract: The invention refers to a proceeding that lies at the basis of the building, working and the shifting of some flying saucers that are characterised by having an original propulsion system of a new type, respectively two special turbo reactor's engines capable to shift in any direction (including the zig-zag way of shifting), to ensure by centrifugal motion both the annullment of the earth gravity, a sustentation in the air due to the permanent depressurisation from the upper exterior side and changing at every moment the ways of working of the propulsion, respectively from the combustion under constant pressure to the combustion overfeed by static reactor or by rocket engine used at movement in the outer space, having the feature that can be produced at wide range, means of transportation of a new type, capable to ensure the ultra rapid transport of goods and persons both in the atmosphere and in cosmos as well and at such speeds that can overpass the light speed, complying with the laws from Physics (utilising also the theorem of Steiner from the Physics) using the possibility of shifting in zig-zag, concomitantly overlapped to the basically propulsion, having very much new elements.

## **THE PROCEEDING OF BUILDING, WORKING AND SHIFTING IN THE ATMOSPHERE AND IN THE OUTER SPACE OF THE FLYING SAUCERS**

The invention refers to a proceeding that lies at the basis of the building, working and the shifting of some flying saucers that are characterised by having an original propulsion system of a new type, capable to shift in any direction (including the zigzag way of shifting), to ensure by centrifugal motion both the annulment of the earth gravity, an sustentation in the air due to the permanent depressurisation from the upper exterior side and changing at every moment the ways of working of the propulsion,- respectively from the combustion under constant pressure to the combustion overfeed by static reactor or by rocket engine used at movement in the outer space, having the feature that can be produced at wide range, means of transportation of a new type, capable to ensure the ultra rapid transport of goods and persons both in the atmosphere and in cosmos as well and at such speeds that can overpass the light speed, - complying with the laws from Physics (utilising also the theorem of Steiner - from the Physics) - using the possibility of shifting in zig-zag,- concomitantly overlapped to the basically propulsion.

It is known the Propeller for Airships with Vertical Taking Off and Landing that is the object of the Licence No. 110222 C1, published on 1/31/1998 in BOPI No.1 / 1998. This invention is characterised by the fact that it responds only in a little measure to the numerous needs that the humanity has presently in the resolution of the increasing needs of the late-day civilisation. Thus, the displacement by that method, is limited from the speed point of view of the flight, of the useful loading limited because of the terrestrial gravity, of the stability in the flight in case of a torrential rain or the storm that can lead to the shutting off of the valves and the immediate collapse of those aeroplanes as well as of the danger of the braking, of the vibrating elastic membranes because of the great number of cycles of identical solicitations that have as consequence the rapid decrease of the resistance to the tiredness.

Also comparatively, the propulsion performed by the help of all the models of classic turbo reactor engines currently used in the aviation, according to Bibliography [1], pag.76-79, the combustion chamber of which are always located between the axial compressor in steps and the turbine, where inside a constructively restricted room, the blade of turbine during a rotation, are attacked continuously and simultaneously by the hot gases resulted from the combustion at constant pressure of burning air mixture with the constructively severe restriction - because of the small diameter and of the thermal loading of the blade of turbine, the production of big relations of compression performing them only at very big revolutions, having constructively major involving concerning the smearing and the cooling, the phenomenon of pumping out and resonance, etc.

On the other hand, also referring to the previous stage of the technique and to understand this invention, there are some material proofs and documents or old images which attest that in the earlier past there was a level of techniques characterised by the fact that the technical achievement of those days were sometimes superior to nowadays technical knowledge.

So, some very old documents, according to Bibliography(2) pag. 182, talk about;

- chariots who can move using their own force, just like birds over the earth, or in the water, or in air,- which are called <vimaana>;
- the secret of building the aeroplanes that cannot be broken, burnt, and nor destroyed ;
- the secret of building such flying objects that may stay unmoved in the air
- the secret of building the aeroplanes that may become invisible;
- the secret of obtaining images from the interior of the enemies flying machines.

-Nowadays, many witnesses, even contemporary to us have seen many times such super-preferment UFO-s, sometimes very near, but until now people keep on denying their existence, (due to misunderstanding of the technical proceeding of construction and functioning) sometimes confounding them with the meteorites, globular lightning etc.;

- in the total contradiction with the observed reality by many witnesses who have observed sometimes all in group and at the same such UFO-s or of some very obvious material proofs and sometimes unquestionable.

Moreover, according to some descriptions from witnesses- from a short distance at the very moment - it results comparatively a clear similarity between their behaviour and the proceeding of construction, displacement and functioning of this invention, as well as the cases selected by myself and shown in Bibliography [3] pag. 184-185, [4] and [5] pag.3;

Thus, even in our country (Romania) there was discovered such a material proof made of complex aluminium alloy and of a very very old age according Bibliography [2], pag. 152-156, but nobody has until now succeeded to explain accurately. I shall explain that certainly that the machine piece in question belonged to a functional system of a flying saucer. That piece accomplished both the role of a force hydraulically amplifier and energy and the role of the progressive stabiliser and of the changing direction at 90 grades of the vertical force of direction from the vertical direction to the horizontal plan, with circular location and at a distance (radius) well determined from the main rotation axis (having an horizontal plan and the form of the circular crown segment). That machine piece, as you will find out from the descriptive content of this invention, it fits pretty good with the functional system which is the topic of this invention. According to the presented cinematic scheme shown in figure nr.1, respectively piece nr. (21) from fig.(1).

That metallic machine piece - made of a complex aluminium alloy - and mechanically processed in a very early past time, leads me to asset firmly that that past material proof was used as a genuine part of a means of conveyance which was built and functioned based on a constructive principle similar to the principle of building and functioning of a flying saucer which is the topic of this invention; or by an old disappeared earth civilisation, - or by other intelligent beings coming from the early past time on the present territory of Romania.

Also, referring to the previous stage of technology, in order to understand the present invention, we should bear in mind the fact that surely some civilisations very very far from our solar system (the Orion constellation) and much more technologically developed than our actual Civilisation, transmitted even some Cosmic Radiograms including

that universal principle of construction, functioning and displacement of a flying saucer, so other universe civilisation like ours have existed

We will also understand and use that universal principle of displacement. See Bibliography [4] pag. 225, a copy of a cosmic radiogram obtained in 1962 with the radiotelescope called FORTY from Blaystoc (Poland) - very self evident - but which was not understood until now.

I give the following interpretation to this radiogram :

the intelligence is represented by an artificial network- the radiogram expressing schematically network as a result of an intellectual activity respectively an intelligent thought, from that mind - , and being located in the whole functioning system, respectively on a non-turning central discoidal landscape means (asymmetry) having on the top and on the bottom, on the same vertical axis of symmetry a turning platform on contrary directions (repr. graphic of exponential increase of acceleration, mass symmetry, successive asymmetry of the vertical turning axis suggesting controlled disequilibria of turning masses and the inertial effect of the disequilibria, two gaps suggesting the replacement of the biped walk by an artificial propulsion system, gaps which result by a logical succession on that artificial propulsion that like two equal and opposed heating chambers, the schematic representation of the zigzag working, each speed of displacement growth is graphically represented by a column of dots, speed which can easily be doubled etc.).

At the same time the modifications of the relative centre placed on the same vertical symmetric axis from the turning movement are given successively, where the following platform schematically represented that it has always a mass: a bigger diameter for the flight stability (gyroscopic effect) being successively and schematically presented even in the mode of the inertial zigzag displacement to obtain (as we will show further in the description of this invention) the successive increasing acceleration of the whole functional system - independently of the flow speed of gases through a reactive sustain (effusor), - as a result of the burning gases at a constant pressure.

Due to the successive kinetic energy saved and released ( $E_c$ ) of the turning moving corpses and respectively above the light speed of around 300.000 km/sec., related to our stage of development, does Cosmically Radiograms enable me to certify firmly that we are not alone in Universe and that it exist some civilisations much more technologically developed and without any aggressive intentions, because they send us messages.

**The technical problems that are solved by this invention are characterized by the fact that all the disadvantages of the prior solutions are removed ( and especially the classical way of overcoming the gravity and entering in Cosmos by rockets having their own steps ) and can be produced at a wide range, flying saucers, as new ultra rapid means of transporting persons and goods, with extremely high speeds, accelerations and brake ( using the propulsion system rotated by 180 grades ), with sustentation at a certain point in space, with fast and kept under control changes of the route in any direction, with concomitantly inertial movement in zig-zag,- enabling the overpass of the light speed but complying with the laws from Physics known till now, with turning from the propulsion based on constant pressure to the movement in the atmosphere, at working like a rocket engine when flying in Cosmos, or working like a static reactor when flying at very high altitude in the Earth atmosphere, having a new way of annulment of gravity's influence over each rotating sector as integrant**

part of the discoidal platforms due to the centrifugal forces and secondary like another ant gravitational effect due to appearance of a depression uniform uniformly distributed on the exterior surface of the upper carcase as a consequence of the feeding air absorption by the radial single centrifugal central compressor with double effect and frontal pallets in steps, interspersed and with a movement in contrary senses.

- The principal new element of the invention is the fact that the superior discoidal turning platform (12) solidarilly with flange (17) and the superior frame(25) as the inferior discoidal turning platform (13) solidarilly with flange (28) and the inferior extern frame(32), are not a compact indestructible mass but are made up by assemblage - but with a radial level of liberty - by equal couples of circular crown sectors diametrically opposed located (preferentially grouped by four or six according to the size of the vessel by much more couples for each turning platform) each couple in a turning movement (on contrary directions) generate centrifugal forces tending to remove them (by expansion) from instant relative turning centre.

Each couple of sectors being located symmetrically and diametrically opposed generates centrifugal forces with the same size and diametrical opposed by their direction having the original centre placed on vertical symmetrical axis (z-z) of the whole functional system and being functionally connected through a hydraulically connection of energy and force.

Between the exterior frames and the turning platforms which compose each of them one circularly crown sector, being constructively located: goods, food stock, fuel and liquid symmetrically placed at equal quantity in each discoidal sector through volume segment of circular crown which form together the two turning circularly platforms (12) respectively (13).

Those centrifugal forces are put together from all sectors with a radially grade of liberty which constitute the two turning platforms due to the hydraulic amplifier of force and energy (21) with the same shape and construction with the genuine part presented in the Bibliography [2, page 279], linked by circuits of hydraulic pipes which links all those circular crown sectors generating by putting together for each turning platform an unique resultant force placed right on the symmetry axis of the whole functional system (z-z), vertically orientated and on a contrary direction to gravitation as shown in Fig.(2).

The addition, the amplification, the auto-centralisation and the progressive and concomitant annulment of stokes are realised with the progressive increase of revolution. In contrary direction of the two turning platforms, the technical processing is realised especially due to the effect of the banded plane (breakdown) existing in the amplifier of energy and force (21) mentioned and similar with the one described and presented in the Bibliography (2) pag. 152 - 156, picture from pag. 279 and represented as the place on the cinematic scheme of the whole system from Fig. Nr. (3), respectively the machine parts (21).

Thus, the bigger is the mass of those circular crowns put together and combined in a turning platforms and the bigger is the area of the angular turning speeds ( $w$ ) respectively the revolution ( $n$ ), the bigger will be also the centrifugal resultant forces, respectively the bigger will be the total kinetic energy accumulated ( $E_{c.tot}$ ) due to rotation being added and accumulated and conserved by the superior platforms (12) and the inferior one (13). The kinetic energy stocked will be directly proportional with the same parameter proportional with motor ( $C_m$ ) rotator generated by the flow of gases from the two burning chambers opened - in the isobar evolution - at a constant pressure (4) and (5) [statoreactors] diametrically opposed and fixed at the extremity of the fix stationary platform (1) able to work under the three different functional ways which were above described.

**The centrifugal forces diametrically opposed [linked between them by the hydraulically circuits with force and energy] generated by the volumic sectors of diametrically opposed circular crown are those dozed and permanently controlled through an hydraulic command system integrated and the pressure generated by the hydraulically auxiliary pump controlled from the cockpit by a remote control, two assisted engines - one of them on each turning platform - amplifies and reduces up to annulment and weight of the central discoidal system respectively of the platform (1) through a transfer in action of the weight of this one from the vertical direction - as kinetic energy on horizontal plane of rotation of the two turning platforms, according to the cinematic scheme of Fig. Nr.(1) and the graphic representation of Fig. Nr. (2).**

**Another new element of the invention** is that due to the big diameter of the unique radial centrifugal compressor in steps, through the alimentation of this by the air that gets in the first step by of compression through the holes (26) uniformly distributed on the superior frame(25), is obtained also a specifically uniform depression distributed on the surface of the superior frame 25, is also obtained a specifically uniform depression distributed on the surface of the superior frame, and that depression has as immediate effect a tendency of absorption up of the whole functional system, and consequently the obtaining of a secondary ant gravitational effect.

So, supposing that the exterior diameter of the superior frame (25) is 12 meters respectively 1200 cm and the internal diameter 2 metres respectively 200 cm, and the specifically depression is  $(-0.01)$  [kg.f/cm<sup>2</sup>], it will result a active superior surface frame (25) of around 1,099,000 cm<sup>2</sup>, multiplied by 0.01 it results an ascension force which reduces the total weight at the taking off with around 10,990 kg, which is not small because at the taking off, all the genuine parts are solicited at maximum.

**Another new element of that invention** is that, under the regime of flight in the atmosphere, at a high speed it appears both necessary and constructively favourably the opportunity of alimentation of the reactive burning chambers (4) and respectively (5) - in parallel - by the forced admission of air which is naturally compressed in front of exterior frames (35) respectively (32).

So, the natural and caught compressed air on surfaces of admission relatively very big (similar to a convergent piece approximately rectangular or square but divergent due to the curved cylindrical surfaces) get in towards the statoreactors through the holes (27) uniformly distributed on the circumference superseding the compressor by the controlled of the opening or the closing of the inelar diaphragm (36).

That technical combined solution of feeding permanently the necessary and sufficient quantity of air for combustion, as far as it is known, at very high altitudes the air density necessary for the combustion considerably decrease, anyway, due to the possibility of the admission and the obtention of the air from big surfaces, and constructively profiled, some big debits respectively big quantities of air can be provided due to the natural compression.

Comparatively, the classic turboreactors and statoreactors currently used in the aircraft industry do not benefit of that big constructive advantage because of the relatively reduced surface of the admission filters which are severely restricted constructively because of their reduced diameter.

Also as a big advantage and at the same time favoured and also as an innovating aspect of that invention is the fact that turning of the superior (12), and inferior (13) frame in the contrary direction, and the displacement at the superior speeds (greater than de 1000 m/sec), the natural air compression located in front of the direction of the promotion can be optimised and increased by a radial shaping of the extremity in that zone of the admission orifices (27) - in relief - and adequate to those two rotating carcasses, the naturally compressed air from the front of the displacement direction being in this way obtained, directed and captioned towards the centre from the horizontal plan of the entire system where the natural compression of the air has the maximal value.

The big tangential speeds ( $V_t$ ) necessary of the ranged in steps blades of the unique centrifugal compressor in steps that are constructively interpenetrated, are very easy to perform practically and at very low revolutions of the rotating disks (6) and inferior (7) solitary each of them with the rotating platform (12) respectively (13), according to the relation  $(V_t) = 3.14.D.n/60$  [meters/sec] where ( $V_t$ ) is the tangential speed of the rotating platform, ( $n$ ) is a rotating platform revolution in [rot/min], and ( $D$ ) is the average diameter of the blades location, so by example if the revolution ( $n$ )=200[rot/min] and ( $D$ )=15[meter] it results;  $(V_t)=3,14.15.200/60 = 157$  [meter/sec] but as the two turning disks blades (6) respectively (7) have contrary rotating directions, it results  $V_t = 314$  (meters / sec) entering already in the supersonic regime.

**That supersonic speed obtained at a only 200 [revolutions/min] is enough to perform comparatively, relations of compression favourable, practically - according to the desire, being able to perform very easily the aimed purpose due to the tangential speed. They can be lightly increased and - with no constructive restriction - by enlarging the circumference or by the light increase of the rotating platform revolution.**

**Another innovation of this invention is characterised by the fact that by this proceeding of construction of the whole functional system, after the taking off, the flying saucer can still be propelled and by <crossing> also named inertial displacement in zigzag, the displacement observed quite frequently to some UFO-s, that displacement having as consequence an acceleration bigger and bigger, reaching some unimaginable speeds so that due to this proceeding the light speed does no more represent the maximum speed limit. Practically, that principle of displacement concomitantly superposes to the proceeding previously described the following supplementary successive commands like this:**

The rotation centre of the turning superior platform (12) is commuted- at the extremity of the latter, this thing being possible practically by the temporary coupling and of the very short duration of the superior platform (12) with the stationary platform (1) at the same point from the extremity located at the distance (d) by the sabots ( $S_1$ ) respectively ( $S_2$ ) for the inferior platform (13), having as the immediate result the obtention of one force that pull all the system forward.

That force is made evident by the Theorem of Steiner from the physics, that theorem being applied to the movement of a body that is moving rotatively like this: knowing the value of the inertia moment that passes through the centre or of the mass noted with (I) we will have:  $(I) = 1/2.M(R^2+r^2)$ ,

Where:

(M) is the mass of a body as a cylindrical ring,

but (R) and (r) are the exterior radius and the interior radius of the platform,

the moment of inertia can be calculated  $(I_1) = (I) + (M.d^2)$  respectively calculating similarly the kinetic energy  $(E_c) = 1/2 (I+M.d^2).\omega^2$  where ( $\omega$ ) is the angular speed, it results that at another instantaneous centre of rotation located on the parallel axis of rotation ( $z_1-z_1$ ), the moment of inertia ( $I_1$ ) is much bigger comparatively with the moment of inertia (I) conserved at the kinetic moment respectively in the kinetic energy ( $E_c$ ) accumulated and conserved by the training in the rotation of the two turning platforms, the kinetic available energy having a very big value and being able to liberate hardly instantaneously and is in a mechanical work  $(L_M) = (Ft_{supl}.d)$ .

But as  $\Delta(E_c) = (L_M)$  the supplementary force of traction value can be established ( $Ft_{supl}$ ) resultant as effect of the coupling of the sabots ( $S_1$ ) and analogous for the inferior platform by the coupling of the sabots ( $S_2$ ).

Thus, by the repeated manoeuvres, commanded and controlled from the binnacle, the whole functional system displace inertially <<advancing>> in zigzag increasing like this progressively the speed of the displacement and with the great advantage that in case of using the electromagnetic braking by the help of the two coupling sabots ( $S_1$ ) respectively ( $S_2$ ), electric energy can be obtained (due to that, sometimes electromagnetic fields may appear that can perturb sometimes some electric networks from the sol by the superposition of the frequency,- due to the resonance's ).

Due to the fact that the kinetic energy gathers up and conserves itself in the two turning platforms independently to the linear speed reached on the trajectory at given moment and can be liberated in the form of mechanical activity, respectively the traction force, the displacement by the inertial going in zig-zag can lead by this proceeding to a continuous increase of the displacement speed of the whole system independently from the combustion gas speed value that leave combustion chambers at the constant pressure (4) respectively (5).

Although the combustion gases speed is limited, in exchange, the energy which is transmitted by those gases and is the reason of the permanent training into rotation movement of the two turning platforms (12) and (13).

In this way this proceeding of inertial displacement in zigzag in the outer space enables to achieve some linear and progressive speeds on the trajectory bigger and



**bigger, respectively impossible to imagine because the light speed does no more represent the maximum limit.**

Related to this proceeding of displacement in zigzag that superposes concomitantly above the basic proceeding increasing like this the performances and the manageability of the whole system, during the displacement in the terrestrial field of gravity, **another innovation appears characterised by the fact that the inertial displacement in zig-zag can be accelerated and moreover by an supply of kinetic energy liberated by the potential energy of the central platform (1).**

Those energy can communicate between them through the amplifiers of forces and energy (21) commanded and hydraulically connected between them, but of course with rapid loose in height, but above all when certain purposes are deliberately desired and other purposes, - this thing (the displacement in zig-zag and in very rapid dive), the trajectory and the displacement by those proceedings superposed simultaneous being particularly difficult to establish and to locate as possible purpose when they are desired by somebody because of the very big degree of manageability of the entire system during the flight and also because of the unforeseeable trajectories but deliberately established by digital control made by use of a computer.

**Another innovation of this invention is the fact that for the displacements in the outer extra-terrestrial space there exist sufficient volumes in the turning sectors that constitute the two turning platforms (12) respectively (13) where sufficient liquid oxygen can be deposit and liquid hydrogen and with the advantage that those one can be especially used at very high altitudes and in the outer space, apart from this in the atmosphere saving by the way the oxygen as liquid hydrogen or any other combustible mixture (kerosene) used for propulsion in cosmos, the heating being performed at constant presion (turboreactors).**

**Another innovation of the invention is characterised by the fact that the feeding and dosing system of the combustible is particularized and constructively adapted to this invention due to the existence of two possibilities.**

The first possibility consists on the injection of the combustible indirectly through a secondary circular combustion chamber usually composcd of two cavities of small volume, separated by the de grating (15), practised in the disks (6) respectively (7), [to make air-tight by labyrinth] and communicates by the ceramic tubes of link with the two principle fix combustion chamber (4) respectively (5) mounted to the extremity of the fix platform (1).

In this case the injection of the stored combustibles in the volumic turning sectors that composes the turning platforms (12) respectively (13) can be achieved through some injectors and valves of dosing mounted on the turning disks (6) respectively (7) and act by telemechanical remotes from the binnacle (2).

The second possibility of feeding the two combustion chamber is simpler and consists in the bringing of the combustible by the link mobile pipe which start from each volumic sector of circular crown where the combustible is stored to the two central fix collecting pipes on the central platform (1), respectively one above for the collecting from the circular crown sectors that compose, by the assembling with a degree of radial liberty, the superior turning platform (12) that rotates in the contrary direction.

The collection of the combustible becomes possible due to the fact that the fix collecting pipes are located on the rotation axis (z-z) above and below the binnacle (2), the hydraulically link being achieved through the two hydraulic extremities constructively similar with the hydraulic extremities of the injection turning pumps used in diesel engine.

Let us mention that in case of the displacement in the outer space the feeding with the oxygen necessary to the combustion and that can be stored in some of the volumic turning sectors can be achieved similarly as in the case of feeding with the combustible after air admission at the heating room is closed; that heating room will turn to the regime of constant pressure heating, - under the functioning regime of a rocket motor.

**The main advantages of this invention comparatively to the technical solutions previously presented as the stage of the present technique in the UFO-s domain are the followings:**

- the symmetrically discoidal construction and robust with aerodynamic form;
- the detachment from the earth very easily even in the case of some dimensions and weight very big;
- comparatively for the same total weight at the taking-off (Gt), this proceeding of propulsion, construction and functioning can dispose constructively by the new system of the propulsion with a traction force of at least ten times bigger than the existing classic solutions and used in the present, the classic flight objects known being considerably surpassed as performance and manageability due to the fact that this invention permit the circulation of some particular and big debit of air in a time unit, respectively directly proportional, - the very big traction forces on the horizontal in the condition in which the lift on the horizontal become null through the elimination of the gravity influence above the flying object;
- the progressive increase possibility, continue and practically unlimited of the displacement speed and by the successive and continue accelerating due to the possibility of inertial displacement in zigzag, making possible the crossing of some enormous distances in a relative short time at speeds bigger than the light speed.
- the possibility of remaining in sustentation at fix point, indifferently of the altitude;
- the possibility of landing and taking-off at a fix point, without special arranged flight strip;
- the possibility of taking-off and exiting with very big facilities to the cosmic outer space of a flying saucer of very big dimension due to the propulsion of big power, respectively of superior performances and of the propulsion that permits a mixed feeding respectively with oxygen and liquid hydrogen, inclusively the atomic energy, **in this way being able to create real flying towns for interplanetary travels.**
- the possibility of creating an artificial gravity in the case of vessel of very big dimensions through the arrangement of some living spaces even in the volumic sectors of which are composed the turning parts in case of the displacement in cosmic outer space. The gravity obtained by this artificial way may be put under control depending on how it is increased or decreased the turning speed, enabling by this way even very long trips in cosmos.

- the invention includes the propulsion made by 2 new original type and identical reactive propulsors having a very big power and the building possibility of working according to the needs under 3 different ways respectively, like turbo reactor engines - in atmosphere, like statoreactor engines - at high altitudes, or like rocket engines at high altitude or in cosmos.

- another great advantage is that **the solely combustion chambers of those two universal propulsors are placed outside of the coaxial compressor turbine** and are fed with the air needed by the heating, compressed from a single centrifugal special compressor, having radial steps with double effect, and very big diameter (several metres).

- the advantage of using a single centrifugal compressor, with radial pressure steps and double effect (pallets frontally interference and in contrary senses) is that this compressor will be able to ensure very big air flows at very high compression rate and with direct favourable influence over the traction forces ( $F_t$ ); Example:  $F_t = \eta_g \cdot Q / V_{II}$  where ( $\eta_g$ ) is the global efficiency, ( $Q$ ) is the heat quantity obtained by heating the mixture of fuels, ( $V_{II}$ ) is flight speed at a given altitude. The heat quantity is pending on the air flow  $G_a = S \cdot V$  where ( $S$ ) is the passing section and ( $V$ ) is the speed of the air flow thru the respective section.

- the obtaining of some very big specific traction forces because of the lack of building restrictions at the passing sections like in the case of the above mentioned classical turbo reactor engines which are much limited in their performances mainly due to this aspect. Example: ( $F_{sp}$ ) the traction performed by an air flow of (1 kg/sec) defined by the relation  $F_{sp} = F_t / G_a$  [daN.s/kg] where ( $F_t$ ) is the performed traction force and ( $G_a$ ) is the air flow passing through the engine, and it is the same result respectively the traction force increases proportionally with air flow ( $G_a$ ) that passes through the engine within the time unit. **Consequently, the passing sections which influence the getting of very big air flows, respectively very big traction forces, are no more restricted in the building field as compared to the classical turbo reactor engines.**

- the possibility of recovering, as mechanic energy, of an important part of the heating gases energy which are released by the turbine pallets after the end of each relaxing phase; those gases have a higher pressure than the atmospheric pressure and a quite high temperature respectively a kinetic energy which is wasted. Example: by use of the proceeding of this invention this disadvantage is partially put away on basis of the principle of action and reaction of forces. The exit pressure ( $P_e$ ) > ( $P_{atm}$ ) that is acting like a specific pressure on the whole section, like a surface of gases exit from the heating chamber, generates a supplementary traction force with direct influence over the global efficiency ( $\eta_g$ ) respectively also over the fuels consumption according to relation  $F_{supl} = p_e \cdot S$  (kgf), assuring concomitantly both horizontal traction and the rolling in contrary senses of the two rolling platforms respectively involving the feeding compressor.

- the turbine pallets are no more attacked all simultaneously by the hot heating gases, but only tangentially and only on a single side. By this way, the cooling periods of the turbine pallets after a complete rotation become very big because the number of pallets from the circumference is also much higher, the result being that each turbine palette works at temperatures much lower enabling the possibility of dissipation of the heat, the

turbine pallets taking over them much higher mechanical pressures. It is also notable that the materials used in this proceeding and the output technologies are by far much cheaper.

- the overcoming of the gravitation and the getting terrestrial orbital place ( at the functioning of the two propulsors of the flying saucer as rocket engines ) can be achieved very easily without using of any supplementary launching rockets, and when entering again the atmosphere, the propulsion can be also used easily to for getting a brake or a total stopping and stationing in sustentation - without being necessary a special termic protection of the exterior carcasses.

- according to this proceeding, **the flying saucers are able to move concomitantly and in zig-zag and with a continuous and progressive speed of the whole functional system, independently of the flow heating gases speed ( which is, however, limited ) through the efuzors .**

- in the economic point of view, in the national plan, the applying in the life of the invention through the standardising in the country of flying saucers inclusively for the exit and the travelling in the outer space, creates the possibility of the massive and immediate attracting of foreign assets (of many billions of dollars) through mixed companies, the immediate activation of some spaces of production from industrial platforms -, the activation and use of the superiorly qualified and available labore of research and design, the creation of a big number of jobs, the increase of the economic power of the country and the increase of the living standard, the establishment and the maintaining of a monopole above a new ultra rapid system of international transport of persons and goods, the increase of the Romanian national prestige all over the world etc.

**You will find further an example of performing the invention, based on both Fig.1 and Fig.2., which represent :**

- Fig.1, - **the cinematic diagram** - the vertically section of a flying saucer  
 - Fig.2, - **represent the equivalent diagram of the main forces** - according to invention, in 4 successive phases.

**You will also find an example concerning the functioning way at starting and at the take-off.**

A flying saucer, according to the proceeding of building, functioning and shifting of this invention, is composed of three main discoidal parts which are independent each other as regards their functions, respectively the main central system ( which is not rolling ), an upper rolling system and a lower system which is rolling contrary to the upper system.

Each of them has the same vertical symmetry axis (z-z) , respectively each one has relative rolling snapshot centre and a weight centre situated on the same vertical symmetry axis (z-z), according to the way all these are represented in the cinematic diagram from Fig.1, as herebelow more detailed explained ;

**The main central discoidal system - or central dome** - is made up of the central circular platform (1) whose turning speed around the vertical common symmetrical axis (z-

z) is usually near zero. On this platform, solidary with that usually located in the command cabin [cockpit] (2) and the living beings, supports of taking off -landing (3), at the extremity and diametrically opposed a heating chamber on constant pressure - reactively identical with a statoreactor, respectively on the left (4) and on the right (5) sides, excepted goods, the fuel and a part of the used\_propulsive system which are located on the two others main turning systems on which are fixed turning discs (6) and (7) where are fixed and which are radial and successively inter-combined the blades (8) and (9) of a stepped unequally radial centrifugal compressor with double a effect and with the same symmetrical axis (z-z) of the whole system, turbine blades (10) and (11).

The auxiliary equipment and the liquid stocked oxygen for the displacement in the cosmos etc. are located on the other two discoidal system as a turning-platforms: a superior one (12) and an inferior one (13).

The two heating chambers are fixed on the extremities of the fixed circular platform (1) which continues towards the exterior through the profiled grill (15) and assures a half (1/2) of the traction force on the horizontal plane ( $F_t$ ), the heating gases of the chamber (4) assuring concomitantly and leading gases by the movement of the superior turning platform (12).

This phenomenon takes place due to the hitting of the turbine blades on the whole superior disc area of the platform (6) that is forming one piece with the turning superior platform (12) so, ( $V_t = 3.14.r.n/30$ ) [meters/s] where ( $V_t$ ) is the tangential speed - ( $r$ ) the location area of the blades of turbine and - ( $n$ ) is the revolution in (rot/min) of a turning platform and burning gases leaving the heating chamber at a constant pressure (5) assuring the leading to the unity of the inferior turning disc with the superior one.

The unique radial slipped and centrifugal compressor with a big medium diameter ensures a neatly superior relation of result of compression due to the breaking (sensing) of air at 90 grade which flows at a very big tangential compression separated only by the stationary (15) with uniform holes (16) radially and on 45 grades optimal angle on horizontal plane and profiled.

The stationary circular profiled grill (15) constructively links towards the exterior the whole area of the fixed central platform (1) and has the same symmetrical axis (z-z) with the whole system.

**The superior discoidal system** made up of the superior discoidal turning platform (12), has got the same instant rotation centre relatively located on the vertical symmetrical axis (z-z) of the central platform (1) and approximately the same exterior with the possibility of rotation around the vertical symmetrical axis (z-z) and common to the three platforms forming the whole system.

It is also composed by the superior flange (17) made of many couples of circular crowns sectors with the possibility of being rotated on bearings (18) located towards the interior and fixed on the superior turning platform (12) made up also of couples of circular crown sectors. At the interior part of the superior flange (17) is located the fix flange (19) welded at the interior of the cylindrical frame(2) of the cockpit.

On the fix flange (19) the compact disc (20) can be rotated by slipping on which is fixed at radial direction and with a radial of liberty [radial shift Fig. (2)] hydraulically amplifiers of force and energy (21) which are made of pistons (22) with vertical symmetrical axis and the piston (23) with the symmetrical axis on the horizontal plane and acted through

the bearings systems (24) with a vertical symmetrical turning axis on the interior diameter of the fix static flange (19).

Also solidarilly with the superior turning platform (12) is fixed the superior exterior frame(25) on which are protected (previewed) admission holes uniformly distributed(26) and the evacuation - admission holes also uniformly distributed (27). At a non working position when the superior turning platform doesn't rotate the stokes(a) Fig.(1) are zero same are the stokes(b).

**The inferior discoidal system** made up of the discoidal inferior turning platform (13), which is similarly as description with the superior discoidal platform (18) with the difference that flange (18) is constructively overtaken by the bearings (29) placed this time at the inferior turning platform (13).

The flange (30) is identical and fix like the flange (19) and the compact disc (31) is identical with the compact disc (20). On the inferior turning platform (13) the inferior frame (32) is solidarilly fixed which is based on the bearings (33) similarly to the (18) bearings. At the down part of the central cylinder [cockpit] (2) is located the access ramp (34) and on the upper part windows (35).

Because of the stability reasons on the horizontal plane, the inferior turning platform (13) will always have a bigger total weigh (at a stationary position) [the total weight centre of the old functional system always has to be under the weight centre of the central platform (1) to maintain the stability], on the turning direction will always be contrary to the turning direction of the platform, being correlated and permanently controlled by the rotation speed of the discoidal turning platform (12).

Through a controlled dosed of traction forces developed by the two heating chambers at a constant pressure (reactive engines) each one placed diametrically opposed at the stationary central platforms extremities, (1) permanently sustained without any turning movement but with the possibility of changing horizontal plane of the whole system through a suitable dosage of fuel and of diametrically opposed and of the same direction of the forces of traction making possible the brake of the whole system by a controlled rotation of the fix platform (1) [which doesn't rotate as compared to the other platforms (12) respectively (13)] at an 180 grades angle compared to the initial walking direction.

The fix platform (1) stability against non-controlled rotation being constructively assured due to the controlled dosage of traction forces in the horizontal plane and diametrically opposed to which actions at the extremities of the platform (1) obtained from the burning chambers at a constant pressure (statoreactors) (4) respectively (5) even at a big distances as compared to the turning axis (z-z), the resulting couples of rotation - reciprocally adulating themselves.

You will find further an example of calculation of the main forces that simultaneously act and determine together the obtaining of the performances and of the advantages according to the invention, for the whole functional system represented through the cinematic diagram of Fig.(1) and described above by the graphic diagram of the equivalent cinematic scheme of the main forces as rendered in Fig.(2).

**In fig. Nr. (2) letter (a)**, is presented the equivalent situation when the whole system stands being in the repose on the earth.

By the vectorial composition of the forces of the vertical plan it results that:  $(G_{rot}) + (G_{st}) = (G_{tot})$  respectively on the analytic way it results  $G_{st} = 2 f_1 \cdot \cos \beta / 2$

In fig. (2) litera (b) is represented the intermediary situation after the beginning of rotation of a turning platform until the achieving of the minimal revolution (revolution)  $(n_{min}) > (0)$

By the vectorial of the forces it results that:  $(R_{rot}) = (F_c) + (G_{rot})$  or analytic  $(\tan(\alpha) = (F_c / G_{rot}) = (V_t)^2 / r \cdot g$  [because,  $(F_c) = (m \cdot V_t^2 / r)$  and  $(G) = (m \cdot g)$ ] where:  $(V_t)$  is the tangential speed of the circular crown segments during turning movement,  $(r)$  is the average radius of rotation of the weight centre of the segments of the circular crown,  $(F_c)$  is the centrifuge force,  $(G_{rot})$  is the turning segments weight, but knowing that when  $((\alpha) = 0$  and  $\tan(\alpha) = (0)$ , then;  $(F_c) = (G_{rot})$ , and  $(V_t)^2 = (r \cdot g)$  but as constructive  $(G_{rot}) > (G_{st})$  it results that in the first phase during the putting in action of the two turning platforms and before reaching the minimal revolution (turation), so that when  $(n) < (n_{min})$ , angle  $(\beta) = (180)^\circ$ , already the stationary platform weight  $(G_{st}) = (0)$  because  $\cos(\beta/2) = (0)$ , due to the action taking over of that centrifugal forces.

In order to calculate the minimal revolution  $(n_{min})$  when the centrifugal forces as totally solved the action of the total weight  $(G_{tot})$  of the entire system, it is known that the tangential speed  $(V_t)$  can also be calculated according to the revolution  $(n)$  and with the help of the relation;  $(V_t) = (r \cdot \omega)$  where  $(\omega)$ , is the angular speed, or  $(V_t) = (\pi \cdot n \cdot r / 30)$  [meter/sec] where the revolution  $(n)$  is in [rot/min]. Equalling the two relations of the tangential speeds when;  $\tan(\alpha) = (0)$  and  $\cos(\beta/2) = (0)$  when centrifugal force solves the influence of all the weight from the vertical (z-z) and lead them to the horizontal plan, we have the possibility of determining the minimal revolution of the mathematics relation;  $(\pi \cdot n \cdot r / 30)^2 = r \cdot g$

**From those relations we can easily notice that the minimal revolution necessary to annulled the effect of the gravity does not depend on the weights that compose the functional system that can be achieved through the proceeding of construction and functioning that is the topic of this invention.**

**In another words, in a system during the rotation in horizontal plan, the mass of one body  $(m) = (G / a_{cp})$ , but as the centripetal acceleration  $(a_{cp})$  can reach very big values, it results that the mass  $(m)$  of the system in equilibrium through the centrifugal force diametrally opposed and equal, comparatively to the terrestrial gravitational field, will get some more and more big values in the same time with the increase of the revolution, - tending to zero.**

**As the system during the rotation disposes concomitantly of a proper reactive propulsion  $(F_t)$  in the horizontal plan, is not difficult to calculate according to the relation  $(F_t) = (m) \cdot (a)$ , where  $(a)$  is the linear acceleration on the horizontal, which values can obtained the acceleration  $(a)$  when knowing that the system disposes of the original propulsion that concomitantly supply the traction forces on the horizontal with very big values, and the mass  $(m)$  of the system, - tends towards zero.**

Thus, on the basis of those reasons we can say that the interplanetary distances  $l(S) = (V^2/2.a)$  when the speeds of displacement (V) and the accelerations (a) can achieve with the help of this proceeding of propulsion very big values, those one begin to seem to us too much <terrestrial> taking in account also the fact that also concomitantly, the system also dispose of a supplementary forces ( $F_{t_{supt}}$ ) due to the supplementary inertial propulsion in zig-zag, the successively increasing speeds obtained being independent and unconditioned by the letting out speed of the thermal agent through a reactive help, the fact that does no more surprises me personally.

Why from time to time news appear about the extraterrestrial speeds, because respecting the known physics law, those things become possible as in early future when we will be ourselves considered as extra-terrestrials by other possible existing civilisations in the universe.

#### An example for the functioning mode at the starting and at the taking off

The starting, respectively the kindling in the two combustion chambers reactive to the constant pressure is achieved through the training in the contrary direction of the two turning platform (12) respectively (13) by an auxiliary engine source that can be mechanically or electrically. After the successive achievement of the minimal revolution ( $n_{min}$ ) progressively enlarges under the control from the binnacle the pressure in the two standardised hydraulic circuits and integrated from the platforms (12) and (13), the fact that lead to apparition and the always progressive increase and controlled of the centrifugal forces generated by all the sectors of the circular crowns that compose the two turning platform (12) and (13).

That situation determines and can concomitantly guide to the progressive reduction up to the annulment of the gravitation influence. That phenomenon that is correlated with the phenomenon of specific pressure reducing uniformly distributed from the useful surface of the superior carcass (25) and correlated also with the two forces of traction of a same direction and diameter opposed generated by the two reactive combustion chamber (4), respectively (5), this proceeding determines together the detachment from the earth at a fix point.

The manageability in the left and in the right direction of the displacement is achieved like I mentioned, through the power control respectively through the dozing of the two forces of traction, equal, diametrically opposed and of the same direction, generated by the reactive combustion chamber (4) respectively (5), by the dozing and under the permanent control from the binnacle, respectively the increase or the reducing of one of them having as direct consequence the change of the direction of flight towards the left or towards the right.

The management on the vertical to the up and to the bottom relatively to the direction of the flight, are also achieved very easy through the rotation of the horizontal axis (x-x) to an angle until (90) degrees, the axis that passes through the weight centre of the two combustion chamber (4) respectively (5), the manageability that can achieve with the help of some deflectors that change according to the desire of the running of the burning



gases that leave with a big speed the spout (efuzors) of the two combustion chambers (4) respectively (5).

After what, acting identically as the manipulation left-right make the rising or the rapid descent of the whole system by this proceeding.

The proceeding that can be concomitantly superposed with the proceeding of the inertial displacement in zigzag previously described that the both superposed and harmoniously combined guide to the obtention of some exceptional performances very difficult to be achieved, - **but not impossible** .

During the flight on the trajectory, it appears a trend of rotation uncontrolled of the horizontal axis (x-x) of the horizontal plane due to a generated couple of reactive combustion chambers (4) respectively (5) [that concomitantly also determines the rotation of the turning platforms (12) respectively (13)] the direction the burning gases being oriented below a small angle, down to the blades (11) of turbines, respectively of the combustion chamber (5) and on top to the blades of the turbine (10).

This trend is nevertheless counteracted by the corresponding position of the two deflectors located at the exit of the gases from the two combustion chambers, also due to the big gyroscopic effect due to the rotation of the two turning platforms (12) respectively (13), due to the inertness and stability due to the straightly shifting and also due to the proper finding of the weight centre of the central platform (1) even from the design phase, as well as to a lot of facilities of fast manoeuvres performed by board computer.

The calculation of the parameters of the flight in case of the inertial displacement in zig-zag, is based on the using of the kinetic energies ( $E_c$ ) accumulated during the rotation of the two discoidal turning system, the liberation of those energies conserved and their transforming into a useful mechanical working, respectively into a supplementary force of traction in the horizontal plan, being possible through the instantaneous displacement forced and successive of the instantaneous centres of rotation located on the axis (z-z) on the other axis of rotation parallel ( $z_1-z_1$ ) that successively passes by the coupling points of the sabots ( $S_1$ ) respectively ( $S_2$ ) that can be alternatively acted during the progressive accumulation of the kinetic energy ( $E_c$ ) that proportionally increases in the same time with the increase of the revolutions of the turning platform.

Like this, through the successive and momentaneouse coupling of the sabots, irises a big lack of balance of the masses located in rotation (over the minimal revolution) which has as practical result a tangential successive throwing of the whole system towards the front due to the successive revolutions of a turning platform that suddenly tends to zero and the kinetic energy conserved in this turning platform tends also to be liberated suddenly (instantaneously) through the transforming also instantaneously under the useful mechanic work form  $(L_u) = (F_{t_{supl}}) \cdot (d_1)$ , respectively into a supplementary force of traction ( $F_{t_{supl}}$ ) on a distance ( $d_1$ ) representing the crossed distance into a single zig-zag, **(according to the principle of conservation, - nothing does lose, - nothing does win, - but everything is transformed) .**

The value of the kinetic energy liberate and transformed into a mechanic useful working, being proportional with <collapse> of the revolution in the interval of time necessary to the crossing of the distance ( $d_1$ ), that supplementary force of traction guides to the supplementary and successive increase of the average speed of displacement of the whole system into a perpendicular plan on the rotation axis (z-z) can be calculated through

the applying of the theorem of Steiner from the physics on the axis ( $z_1-z_1$ ) respectively in the centre of the sabot  $S_1$  for the superior, and the centre of the sabots ( $S_2$ ) for the inferior turning system according to the relations:  $I_1 = (I) + (M \cdot d^2)$  where ( $I$ ) represents the kinetic moment of the discoidal turning superior system opposite to the centre or to the relative rotation, located on the axis of communal symmetry ( $z-z$ ), ( $I_1$ ) represents the kinetic moment superior turning system, face to a centre of rotation relatively located on the vertical axis ( $z_1-z_1$ ) situated at the distance ( $d$ ) from the axis of vertical symmetry ( $z-z$ ).

From the tables we know that by example for a cylindrical ring  $I = 1/2 \cdot M \cdot (R^2 + r^2)$  where ( $R$ ) is the exterior radius and ( $r$ ) is the interior radius of the cylindrical ring, and ( $M$ ) is the superior turning system mass.

Similarly the values in the case of coupling the symmetric sabot can be calculated ( $S_2$ ) and also similarly, knowing all those values the Theorem of Steiner can be used in order to calculate the kinetic energy with the help of the relation;  $E_{c1} = 1/2 \cdot I_1 \cdot \omega^2$  for the axis of rotation ( $z_1-z_1$ ) respectively  $E_{c1} = 1/2 \cdot (I + M \cdot d^2) \cdot \omega^2$  where ( $\omega$ ) is angular speed.

Applying successively that theorem and knowing a certain initial average speed of displacement of the whole system, the resultant trajectory being the axis of symmetry of <the steps> (the zig- zags) and admitting the symmetric and valorically equal forces applied above the sabots ( $S_1$ ) and successive ( $S_2$ ), we can determine the gain of speed in a unit of time for a space equal to the step of one zigzag, respectively they can be calculated at the designing of the basis parameters in order to dimension correspondingly because  $\Delta(E_c) = (L_{(1)}) = (F t_{supl}) \cdot (d_1)$  but, of course taking account at each time inertia and the influence of the stationary platform ( $I$ ).

## CLAIMS

1. The procedure forming the base for the functioning and movement through the atmosphere and space of flying saucers, that may be used for ultra high speed transport of goods and passengers through the atmosphere and outer space, is characterized by the fact that **a flying saucer consists of three main assemblies, according to the Kinematics Drawing of Fig. 1, that is, the central fixed disc assembly**, consisting of a fixed central disc-shaped platform (1) extended outwards by the profiled link grid (15), to which the stato-reactors [constant pressure combustion chambers - open] (4) are fastened on opposite sides on the left and (5) to the right with a central dome [cockpit] (2) having welded to it the upper flange (19) and the identical lower one (30), brake shoes (S1) and (S2) respectively, access hatch (34) and landing/take-off supports (3), **the upper rotating disc assembly**, consisting of the upper rotating platform (12), comprising several paired circular rim segments diametrically opposed, overlapping in the radial contact area, but with radial freedom degree, the flange (17), also formed by the overlapping of equal and diametrically opposed circular rim segments, with radial freedom degree, the upper outer casing (25), also made of equal and diametrically opposed rim segments overlapped by construction but with radial freedom degrees, with uniformly distributed holes (26) in

them for air intake, uniformly distributed holes (27) for intake – outlet, diaphragm-type deflectors (36) for switching to natural intake forced by over pressure at speeds over 1000 m/sec; the outer casing is supported on the central dome (2) by the bearings (37) mounted on its sectors, the upper compact circular disc (6) [limiting the outward expansion of all circular rim sectors] where the blades (8) of a single radial centrifugal step compressor with a (z-z) rotation axis and the turbine blades (10), the intermediary compact circular flange (20) [which can rotate by rolling bearings – on the fixed circular flange (19)], having mounted on it and with the possibility of radial sliding the hydraulic force and energy amplifiers (21), [similar in construction with those shown in the drawing of the bibliography (2) page 279], having mounted on it the pistons (22) on the vertical and the small ones (23) on the horizontal, with the role of amplification, continuous progressive self-centering with a feather effect and changing the action direction of the vertical forces – horizontally – and to move at the same time on a radial direction depending on the value of the pressure introduced simultaneously into all the diametrically opposed and hydraulically connected in series amplifiers (21), pressure from an external source, controlled from the outside [between the two pistons (22) and (23)] and to activate or deactivate the influence of the centrifugal forces generated by the mass of the circular rim sectors arranged symmetrically in diametrically opposed and equal parts forming the upper rotating assembly; the hydraulic amplifiers (21) have at the same time the role to progressively cancel the assembly clearances, as the clearances (a) and (b) are modified at the same time, the ratio between the diameter of the pistons is (1/3.14), the **lower disc assembly** rotating in the opposite direction as the upper rotating disc assembly, consisting of the lower rotating platform (13), comprising the same circular rim segments, equal and diametrically opposed, overlapped but with a radial freedom degree, having the same components mounted on them as the upper platform (12), with the difference that it runs directly through the bearings (29) [mounted on the composing circular rim segments] on the fixed circular flange (30), with the mention that the upper and lower rotating assemblies, through their circular rim segments with radial freedom degree, can generate radial centrifugal forces of opposing directions, equal and diametrically opposed that can be activated or deactivated through the hydraulic pressures controlled in the serial hydraulic circuits of the two rotating circular assemblies and in the opposite direction, so that the kinetic energy ( $E_c$ ) of the combustion gas of the stato-reactors (4) and (5) is absorbed and transformed, generating both mechanical work, ensuring the rotation through the turbine blades (10) and (11) fixed on the disc of the circular platform (6) and (7), [discs

mounted with radial clearances identical in size to the clearances (b) of the circular rim segments of the rotating platforms (12) and (13)] and at the same time parallel traction forces, equal and diametrically opposed in the horizontal plane, and a part of this kinetic energy ( $E_c$ ) is found, accumulated and preserved in the two rotating platforms, due to the rotation of the two rotating platforms (12) and (13).

2. **The procedure**, as per claim (1) is also characterized by the fact that through the hydraulic force and energy amplifiers (21) mounted with the possibility of sliding on a radial direction so, in turn, also having a radial freedom degree in relation with the circular sectors, roll through the bearings (24) on the interior of the fixed flange (19) and (30) providing at the same time a limiting for the radial movement of the circular rim sectors forming the mobile rotating platforms (12) and (13), preventing the centrifugal forces on the weight of the stationary platform (1) stops the activation and limiting their radial movement when the clearances have the value zero and control effect of the centrifugal forces [which by acting in diametrically opposed directions and in equal and diametrically opposed pairs also absorb the effect of the weight ( $G_{st}$ ) of the fixed platform (1)] being controlled by the controlled value of the pressure between the pistons of the hydraulic amplifiers controlled from an external pressure source activated by remote control [canceling the effect of weight ( $G_{st}$ ) and the influence of gravity on it]

3. **The procedure**, as per claims (1) and (2) is also characterized by the fact that the middle central assembly cannot rotate around the (z-z) axis, and the rotation is maintained at the speed (0) by the parallel traction forces of the same direction, generated by the stato-reactors (4) and (5) [which at the same time provide the rotation of platforms (12) and (13)] by the energy of the exhaust gases leaving the stato-reactors and hitting the turbine blades (10) and (11), thus increasing the total propulsion yield, activating and controlling the value of the centrifugal forces required to cancel the influence of the weight of the fixed assembly can also be controlled from a distance by controlling the hydraulic pressure between the piston (22) and the piston (23) mounted each on the amplifiers (21) in correlation with the rotation rate ( $n$ ) of the rotating platforms (12) and (13) rotating in contrary directions, the hydraulic pressure being generated from an axial piston hydraulic pump that can be driven by gearing by

one of the rotating platforms (12) or (13) and the middle central assembly is maintained at rotation speed 0 [or changing the horizontal trajectory] can be obtained by the controlled dosage of fuel or by maintaining the resulting traction forces at equal values.

4. The procedure, as per claims (1) (2) and (3) is also characterized by the fact that, by construction and in an efficient manner, the air needed for combustion in the stato-reactors (4) and (5) is provided by the radial step centrifugal compressor, one for both stato-reactors (4) and (5), having the rotation center located on the common symmetry axis (z-z), the blades of the compression steps (8) and (9) being fixed each on the rotating discs (6) and (7) by overlapping and separated by the fixed profiled ring-shaped grid (15) which is connected outwards to the central disc assembly (1) with communication holes (16) uniformly distributed among the compression steps, and these holes are profiled for tangential directions of approximately 45 degrees, providing an efficient breaking of the airflow direction, correlated with the double effect due to the rotation of the blades (8) and (9) in opposite directions in relation with the axis (z-z), thus obtaining very high airflow speeds and high compression ratios at very low rotation rates of the two platforms rotating in opposite directions (12) and (13) [due to the high tangential speeds] and a very low thermal load of both the compressor blades (8) and (9) and especially of the turbine blades (10) and (11) mounted in a more outer position each on the rotating discs (6) and (7) [disks not segmented on radial direction, being a compact and continuous circular mass that at the same time obstructs and limits the radial expansion of the volume disc segments forming the two rotating disc assemblies, upper and lower] both due to the low rpm's (n) of the disc platforms (12) and (13) and the large number of blades on the high circumferences allowing by construction long cooling times during a complete rotation.

5. The procedure, as per claims (1), (2), (3) and (4), is also characterized by the fact that the air quantity required for combustion is aspired by the single radial centrifugal step compressor through small holes (26) uniformly distributed, in the circular rim segments forming the upper rotating body (25) [double-walled], holes that allow forming a superficial depression on the respective upper surface, thus producing uplift, that is a further reduction of the weight of the entire functional assembly [directly proportional with the value of the uniformly distributed specific depression], and at high

altitudes and flight speed in excess of 1000 m/sec the additional parallel air supply through the intake-outlet holes (27) becomes very useful due to the natural compression of the air found between the two rotating bodies that form by construction a rectangular convergent nozzle with a relatively high air intake surface and with the possibility of aerodynamic protrusions on the circumference of the two rotating bodies that rotate continuously in opposite directions, and the air is thus admitted and kept partially towards the center where natural compression has its maximal value at the same time with the remotely controlled opening of the diaphragm (36) over-supplying the high capacity compressor and also providing the air required for high-altitude flight by large airflows.

6. The **procedure**, as per claims (1), (2), (3), (4) and (5) is also characterized by the fact that the volume sectors that form the upper rotating assembly and the spaces between the rotating platforms (12) and (13) and the outer rotating bodies (25) and (32) may form by construction airtight rotating compartments resisting at high internal pressures, allowing the storage of liquid fuels, of liquid oxygen, of liquid or compressed hydrogen or of nuclear propulsion installations, which, joined by overlapping (with no visible joint signs on the outside) and with radial freedom degree for the controlled generation of centrifugal forces, by joining, and the entire outer assembly becomes apparently a uniform and resistant disc-shaped mass, with the aspect and compact stability also ensured by the limitation of the radial movement [expansion] of the circular sectors, because inwards the radial movement is limited by the hydraulic amplifiers (21) and outwards the radial movement is firmly by the compact circular discs (6) and (7) that may be sized appropriately [providing the general strength structure] in order to absorb all loads, especially centrifugal forces that may, due to rotation, assume large values, and the upper rotating assembly is supported through the bearings (18) and (37) on the airtight and robust body (2) of the cockpit, and the lower rotating disc assembly, supported through bearings (29) and (33) on the fixed body (2).

7. The **procedure**, as per claims (1), (2), (3), (4), (5) and (6) is also characterized by the fact that it explains technically, functionally and theoretically, [Steiner's theorem in physics] how inertial zigzag movement is obtained and how increasing speeds may

be obtained independent of the flow rate of gas through a reactive nozzle, allowing the speed of light to be exceeded – now considered the speed limit for a material body – because it is done practically by the apparently instantaneous movement of the instantaneous rotation centers, successively of the upper and lower rotating assemblies – from the (z-z) axis to a parallel vertical axis (z1-z1), acting successively upon the coupling shoes (S1) and (S2), which leads to the occurrence of a great imbalance of rotating masses (under the rotation rate  $n_{min}$ ) having as practical result a successive inertial tangential throwing forwards of the entire functional assembly, as the successive rotations of a rotating platform tend abruptly to zero and the kinetic energy ( $E_c$ ) conserved in this platform tends to be released instantaneously by the instantaneous transformation into useful mechanical work  $(L_u) = (F_{tsuppl.}) \cdot (D)$ , that is into a supplementary traction force ( $F_{tsuppl.}$ ) over a distance (D) representing the distance covered in a single zigzag (according to the principle of energy conservation – nothing is lost, nothing is gain, but everything is transformed) and the value of kinetic energy released and transformed into useful mechanical work being proportional with the rotation rate  $\omega$  during the time period required to cover the distance (D), as this supplementary traction force leads to the successive additional increase of the average moving speed of the entire assembly in a plane perpendicular on the rotation axis (z-z) can be calculated successively also for the axis (z1-z1), that is in the center of the shoe (S1) for the upper rotating disc assembly and similarly in the center of the shoe (S2) for the lower rotating disc assembly, thus knowing the value of the inertia momentum passing through the mass center noted with (I) we have  $(I) = 1/2 \cdot M(R^2 + r^2)$ , where (M) is the mass of the body assimilated as a cylindrical ring and (R) and (r) are the exterior and interior radius of the rotating assembly, we can calculate the inertia momentum (I1) in relation with the (z1-z1) axis found at a distance of (d) to the axis (z-z) according to the equation  $(I1) = (I) + (M \cdot d^2)$ , and, respectively, by calculating the kinetic energy, we have  $(E_c) = 1/2(I + Md^2) \cdot \omega^2$ , where ( $\omega$ ) is the angular speed, resulting that for another relative instantaneous rotation center, found at a distance (d) on the instantaneous axis (z1-z1), the inertial momentum (I1) has very high values, and the kinetic energy accumulated and conserved in the two rotating assemblies, upper and lower, may be released instantaneously, obtaining a useful mechanical work  $(L_u) = (F_{2suppl.}) \cdot (D)$ , with the mention that coupling can also be attained by electromagnetic means – recovering the electricity – and that when passing from high altitudes to lower altitudes, the entire functional assembly allows by construction the simultaneous use of the potential energy of the stationary platform (1), energies that



can communicate between them through the hydraulic amplifiers (21) increasing at the same time all the flight performances, especially maneuverability and zigzag path, very hard to anticipate by an observer found outside the flying saucer, which would resemble from the exterior two plates facing each other.

**8. The procedure**, as per claims (1), (2), (3), (4), (5), (6) and (7) is also characterized by the fact that the fuel supply and dosing system is customized and adjusted for this invention, having two possibilities: the first consists of injecting the fuel indirectly through a common, ring-shaped secondary combustion chamber (afterburner) consisting of two small-volume ring-shaped circular cavities, separated by the grid (15), opened half in the disc (6), half in the disc (7) [labyrinth sealing] and communicating through ceramic connection tubes with the fixed stato-reactor (4) and respectively fixed and diametrically opposed stato-reactor (5), and the fuel stored in the rotating volume sectors is injected through injectors and dosing valves mounted on the rotating discs (6) and (7), and the opening is driven by remote control from the fixed cockpit (2), and the second possibility of fuel supply and dosing is to bring the fuel through connecting conduits starting from each rotating circular rim volume sector to two fixed central collector pipes on the central platform and one on the upper side to collect the fuel from the circular rim sectors forming by assembly with radial degree of freedom, the upper rotating platform (12) and similarly a collector pipe in the lower side of the cockpit for the lower rotating platform (13) rotating in the opposite direction; fuel collection is possible because the collector pipes are placed and have the longitudinal symmetry axis the same with the symmetry axis (z-z), and the hydraulic connection is done through two hydraulic heads similar in construction with the hydraulic heads of the rotating injection pumps used in Diesel engines, through which the injection pressure and the fuel flow are regulated, mentioning that in case of movement in the outer space, the supply of oxygen, compressed hydrogen or other fuel can be done in a similar manner.

**9. The procedure** as per claims (1), (2), (3), (4), (5), (6), (7) and (8) is also characterized by the fact that in an equivalent graphical representation of the action of the main forces acting on generating the rotation movement of the two rotating platforms, as shown in Fig. 2, it results in the situation (a), in stationary position, when

the rotation rate  $(n) = (o)$  rpm, by the vector composition of the vertical plane forces  $(Grot)+(Gst)=(R)$  and respectively in an analytical manner it results,  $Gst=2fi.\cos\beta/2$ , and in Fig. 2 letter (b) shows the intermediate situation after a rotating platform starts to rotate, therefore by vector composition of the forces it results that  $(Rrot)=(Fc)+(Grot)$  or analytically  $(tg\alpha)=(Fc/Grot)=(Vt)^2/r.g$  because  $(Fc)=(m.Vt^2/r)$  and  $(G)=(m.g)$ , where  $(Vt)$  is the tangential speed of the circular rim segment,  $(r)$  is the average rotation rate of their weight centers,  $(Fc)$  is the centrifugal force,  $(Grot)$  is the component of the weight of a segment in a vertical projection, but knowing that when  $(\alpha)=(0)$ , also  $(tg\alpha)=(0)$  thus  $(Fc)=(Grot)$  and  $(Vt)^2=(r.g)$  but, as by construction  $(Grot)>(Gst)$  always it results that during the first starting phase of the two rotating platforms, before the minimum rotation rate  $(nmin)$  is reached, so when  $(n)<(nmin)$  the angle  $(\beta)=(180)^\circ$  the weight of the stationary platform  $(Gst)=(0)$  because  $(\cos\beta/2)=(0)$  because it is absorbed by the centrifugal forces, so to calculate the minimum rotation speed  $(nmin)$  when the centrifugal forces prevail over the total weight  $(Gtot)$  of the entire assembly, we know that the tangential speed  $(Vt)$  can also be calculated depending on the rotation rate  $(n)$  and using the relationship  $(Vt)=(R).\omega$  where  $(\omega)$  is the angular speed or  $(Vt)=(\pi.r.n/30)[m/s]$  where the rotation rate  $(n)$  is expressed in  $[rpm]$  so equating the two relationships of the tangential speeds when  $(tg\alpha=(0)$  and  $(\cos\beta/2)=(0))$ , that is when the centrifugal forces prevail on all the weight on the vertical  $(z-z)$  and are found with changed direction in the horizontal plane, we have for this case the minimum rotation rate  $(nmin)=30Vr.g/\pi.r$   $[rpm]$  it results from the above that the minimum rotation rate required to cancel the effect of gravity is not a function of the weights forming the functional assembly or, in other words, in a closed system rotating horizontally the mass of a body  $(m)=(G)/(a/cp)$  but as the centripetal acceleration  $(acp)$  can reach very high values, it results that the mass  $(m)$  of the closed system in equilibrium by diametrically opposed and equal forces, in relation with the earth gravity field, will have decreasing values as the rotations increase – tending to zero, but because the system is closed and rotating, it will also have its own propulsion  $(Ft)$  in the horizontal plane, it is not hard to calculate using the relationship  $(Ft)=(m).(a)$ , where  $(a)$  is the horizontal linear acceleration – the values taken by the acceleration  $(a)$  when the traction forces  $(Ft)$  of this propulsion method have very high horizontal values and the mass  $(m)$  of the closed system tends to zero proportionally with the increase of the rotations, thus, based on this considerations, we may say that interplanetary distances  $[(S)=(V^2)/2.a]$  when the speeds  $(V)$  and accelerations  $(a)$  reach, based on this functioning method very high values, start to look much more <earthly> taking into account the fact that at

the same time the closed system also has a supplementary force ( $F_{tsuppl.}$ ) due to the overlapping supplementary inertial zigzag propulsion, the successively increasing speeds obtained being independent directly of the flow speeds of the heat carrier expanding through a nozzle, so personally I am not at all surprised by the fact that we have from time to time news about visits of extraterrestrials, because, according to the known laws of physics, it becomes possible that in the near future we in turn might be taken for extraterrestrials by other civilizations that might exist in the universe.

**10.** The procedure, as per claims (1), (2), (3), (4), (5), (6), (7), (8) and (9) is also characterized by the fact the behavior on starting and takeoff from a fixed point and fuel ignition in the two stato-reactors is done by driving the two rotating platforms (12) and (13) in opposite directions by an external auxiliary driving force that can be mechanical or electrical and, after the rotation speed ( $n_{min}$ ) is reached, the hydraulic pressure in the two serial and integrated hydraulic circuits is increased progressively under control from the cockpit through a main hydraulic distributor, which leads to the apparition and controlled increase of the centrifugal forces generated by all the circular rim segments forming the two rotating assemblies, which leads to the progressive cancellation of the gravity influence, which is correlated with the appearance of a specific depression uniformly distributed on the surface of the upper body (25) leading independently to a substantial reduction of the influence of gravity and correlated with the progressive increase of the two horizontal traction forces parallel, diametrically opposed and of the same direction, generated by the two stato-reactors (4) and (5) leading to an easy takeoff, and left-right maneuvering is provided by controlling the power, that is by differentially dosing the two traction forces, while vertical maneuvering is easily done by rotating the horizontal axis (x-x) at  $90^\circ$  of the trajectory, symmetry axis on which the two stato-reactors are fixed, maneuver that can be done with deflectors capable of changing as desired the flow direction of the exhaust gases that leave the nozzles of the two stato-reactors (4) and (5) with great speed, after which, by an action similar with that of the horizontal maneuvering a very fast climb or dive is obtained in this flight position (on the side) maneuvering procedure which can be simultaneously superposed with the inertial zigzag movement obtaining a flight performance very hard to match by another flying object designed to move by other methods – but not impossible!

11. The procedure, as per claims (1), (2), (3), (4), (5), (6), (7), (8), (9) and (10) is also characterized by the fact that it explains technically and functionally how a metallic part dating from ancient times, machined from a complex aluminum alloy [having in its chemical composition - very precisely determined – some of the best antiseizure properties] has once been used in a similar manner, as these are most important parts [(the part (21) described, drawn and shown in the Bibliography (2), pg. (152-156) and (279)] in the entire functional assembly without which the continuous progressive self-centering, the progressive cancellation of clearances, the symmetrical amplification of diametrically opposed centrifugal forces by controlled activation or deactivation in order to progressively cancel the influence of the weight of the fixed central assembly (Gst) all these would be very difficult to achieve at the same time and so simply.

12. The procedure, as per claims (1), (2), (3), (4), (5), (6), (7), (8), (9), (10) and (11), is also characterized by the fact that it explains the technical and functional content of the cosmic radio message received in 1962 through the FORTY telescope in Bialystoc-Poland, [Bibliography (3) page (225)] that is, the intelligent being is represented schematically in a very expressive manner – the intelligence is represented by an artificial network – and the message expresses schematically the network as the result of an intellectual activity, that is as an intelligent thought, emanating from its head – placed in the middle of the functional assembly, that is on a middle central platform that does not rotate (asymmetry) having above and below on the same vertical symmetry axis a rotating platform (graphical representations of the exponential increase of the acceleration, mass symmetry, successive asymmetry of the vertical rotation axis suggesting the controlled imbalance of the rotating masses and the inertial effect of imbalances etc.) and successively the modifications of their relative center in the rotation movement, placed on the same vertical symmetry axis, where the lower platform represents schematically that it always has a mass, that is a larger diameter for flight stability (gyroscopic effect) and then even the inertial movement – zigzag - is shown schematically in order to obtain increasing speeds and accelerations of the entire functional assembly – independent of the speed (on exit) of the gases through a reactive nozzle – as a result of burning a combustible mix – due to the successive accumulation and release of kinetic energy of the rotating bodies in a functional assembly, which is independent of the speed of light, allowing it to be exceeded based on this principal of inertial zigzag movement, by successive increases

of speed to passing the threshold of this speed we think of as the limit speed of a material body, decoding and understanding the technical and functional content of the precious galactic information sent through this true cosmic radio message not only strengthens our conviction but may be one of the much-sought-for sure proofs of the existence of other civilizations in the universe and at the same time a certain proof that their intentions are not aggressive – since they send such messages to us, and this building, movement and functioning procedure, based mainly on the rotation movement of bodies and of the forces in nature, is one of the universally valid methods for material travel and communication between two celestial bodies of the observable universe that intelligent beings can use, but not the only one.

CINEMATIC SCHEME  
vertical section in plan

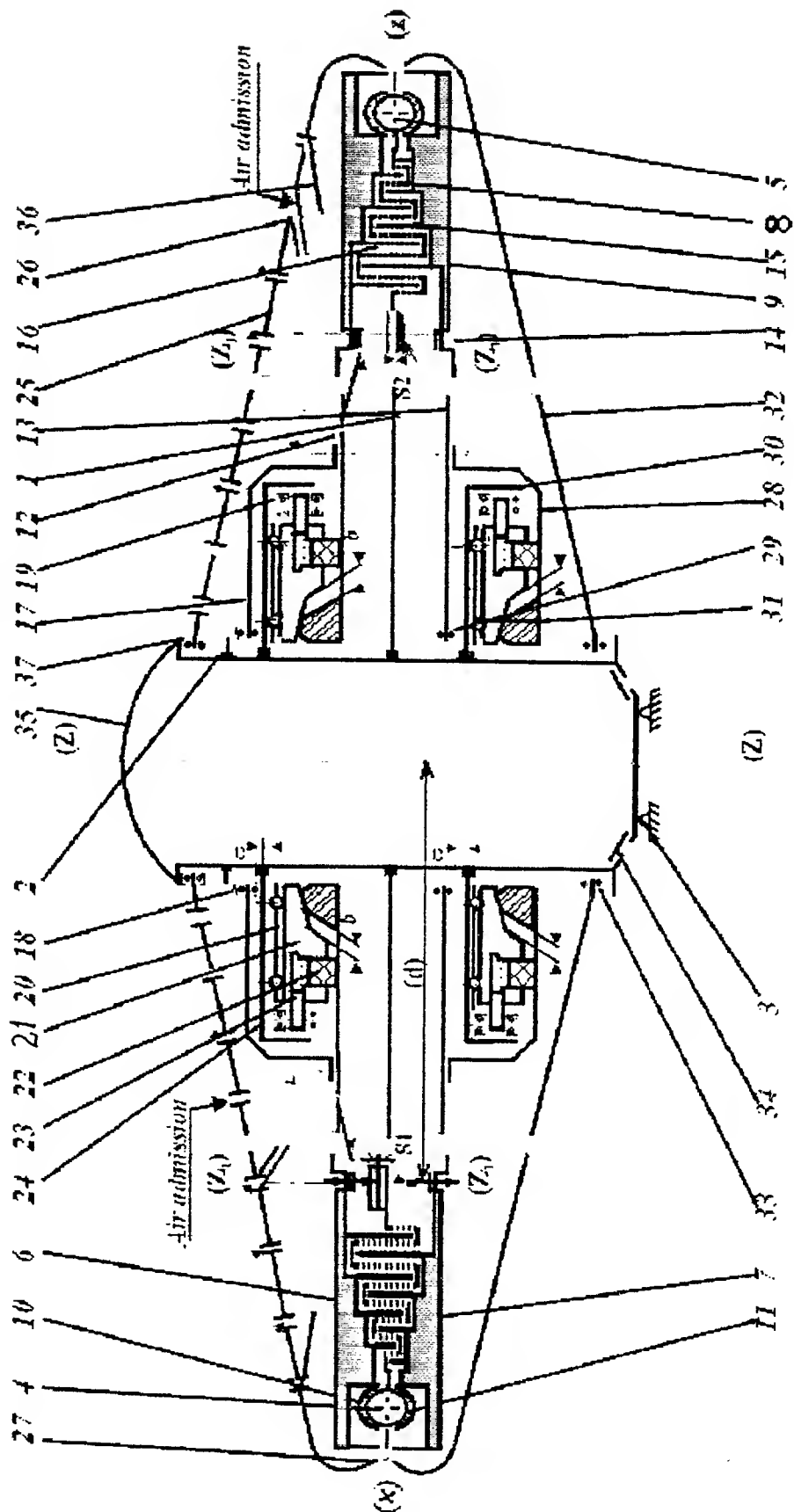


Fig.1

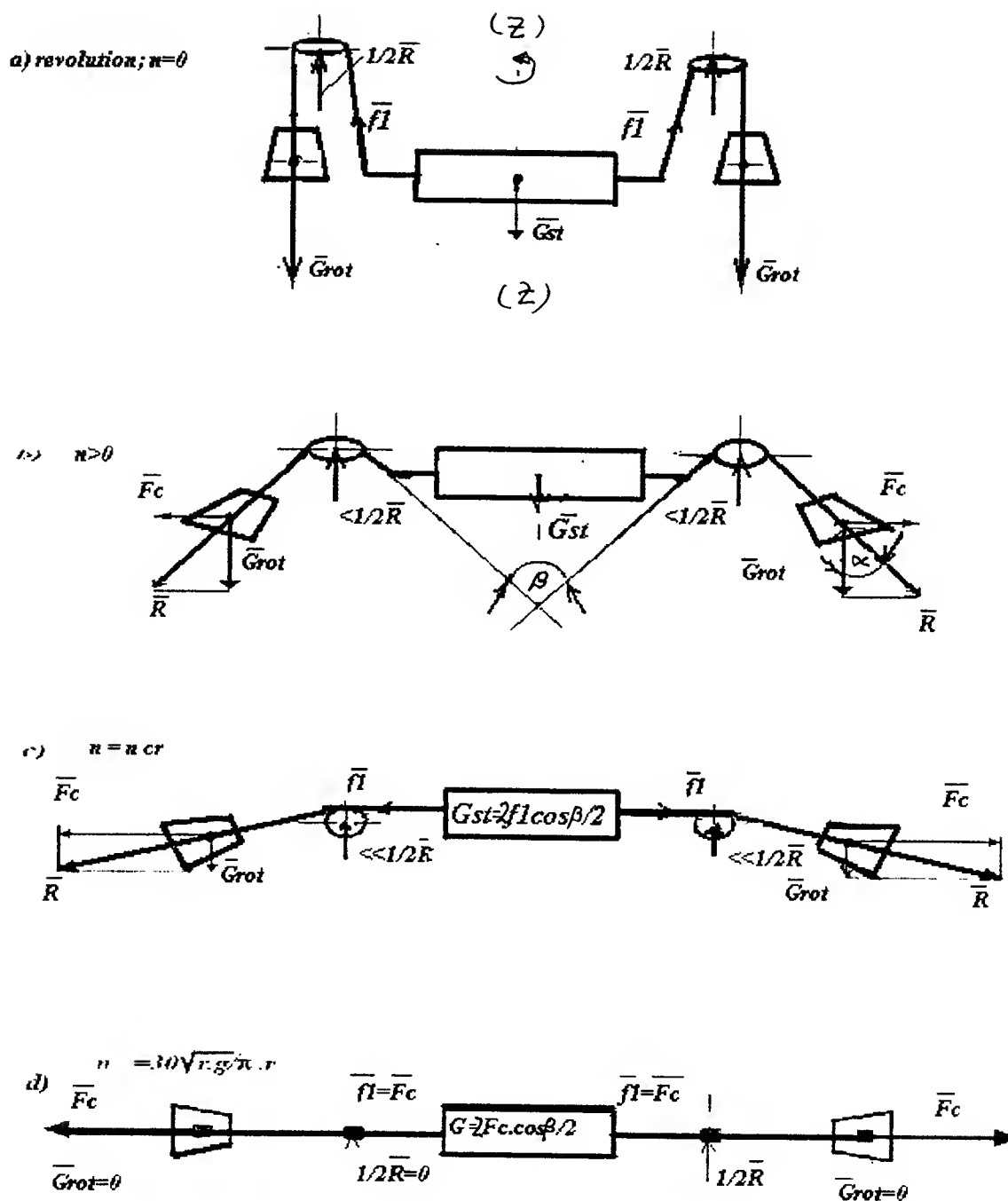


Fig. 2